

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A heating, ventilating or air-conditioning system for a vehicle, comprising:

a housing that includes:

at least one heat exchanger configured to condition air in the vehicle; and

a blower with at least one air duct configured to feed the conditioned air,

wherein the at least one air duct includes at least one air outflow vent that is configured to receive the conditioned air, to divide the conditioned air into a first airflow and a second airflow and to distribute an air stream through an outlet opening into a passenger compartment of the vehicle,

wherein an outflow characteristic of the at least one air outflow vent is configured to be adjusted between [[a]] the first airflow with a first characteristic having a scatter character and [[a]] the second airflow with a second characteristic having a spot character, and

wherein the at least one air outflow vent includes a metering device configured to meter the first and second airflows prior to exiting through the outflow opening to form the airstream air stream.

2. – 26. (Cancelled)

27. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein a settable swirl of the air stream is configured to change the outflow characteristic.

28. (Previously Presented) The heating, ventilating or air-conditioning system of claim 27, wherein the settable swirl is a maximum value for the scatter character and a minimum value for the spot character.

29. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the outflow characteristic is open-loop controlled or closed-loop controlled as a function of at least one parameter and/or at least one operating state.

30. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the outflow characteristic is open-loop controlled or closed-loop controlled as a function of at least one parameter as a deviation from a setpoint value or as a difference from the setpoint value.

31. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the outflow characteristic is open-loop controlled or closed-loop controlled as a function of a parameter field or characteristic diagram of a plurality of parameters.

32. (Previously Presented) The heating, ventilating or air-conditioning system of claim 29, wherein the at least one parameter is a variable of a passenger compartment temperature, solar radiation, an external temperature, a speed of the vehicle, or a time parameter.

33. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the outflow characteristic is set to the spot character when there is a first deviation of an actual value from a first setpoint value, is set to a scatter character when there is a second deviation of an actual value from a second setpoint value, and is set to an intermediate position between the spot character and scatter character for actual values between the first setpoint value and the second setpoint value.

34. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein a maximum amount of air flows out of the at least one airflow vent when the outflow characteristic is the second characteristic with the spot character.

35. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein a minimum amount of air flows out of the at least one airflow vent when the outflow characteristic is the first characteristic with the scatter character.

36. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the at least one air outflow vent is a footwell air outflow vent, a ventilation air outflow vent, a defrosting air outflow vent, or a side air outflow vent.

37. (Previously Presented) The heating, ventilating or air-conditioning system of claim 1, wherein the at least one air outflow vent is in a trim area or a pillar area of the passenger compartment.

38. (Currently Amended) A method for controlling a heating, ventilating or air-conditioning system for a vehicle including a housing that includes at least one heat exchanger configured to condition air in the vehicle and a blower with at least one air duct configured to feed the conditioned air, wherein the at least one air duct includes at least one air outflow vent that is configured to receive the conditioned air, to divide the conditioned air into a first airflow and a second airflow and to distribute an air stream through an outlet opening into a passenger compartment of the vehicle, wherein an outflow characteristic of the at least one air outflow vent is configured to be adjusted between [[a]] the first airflow with a first characteristic having a scatter character and [[a]] the second airflow with a second characteristic having a spot character, and wherein the at least one air outflow vent includes a metering device configured to meter the first and second airflows prior to exiting through the outflow opening to form the airstream air stream, comprising:

sensing at least one actual value;
comparing the at least one actual value with at least one setpoint value;
actuating an actuator element of the at least one air outflow vent; and
setting the outflow characteristic of the at least one air outflow vent.

39. (Previously Presented) The method of claim 38, wherein the outflow characteristic is open-loop controlled or closed-loop controlled as a function of at least one parameter.

40. (Previously Presented) The method of claim 39, further comprising:

keeping the outflow characteristic constant at the second characteristic as a function of the at least one parameter starting from an initial value until a first parameter value is reached; then

automatically changing the outflow characteristic continuously or in discrete increments until the first characteristic at a second parameter value is reached.

41. (Previously Presented) The method of claim 40, further comprising:
automatically changing the outflow characteristic continuously or in discrete increments, after the second parameter value is reached, to a third outflow setting until a third parameter value is reached.

42. (Previously Presented) The method of claim 41, wherein the first, second, and/or third parameter values are defined as a function of a characteristic diagram.

43. (Previously Presented) The method of claim 41, wherein the third parameter value is a predetermined value and wherein the method further comprises keeping the outflow characteristic constant when the third parameter value is reached.

44. (Previously Presented) The method of claim 39, wherein the at least one parameter is a temperature parameter and/or a time parameter.

45. (Previously Presented) The method of claim 44, wherein the temperature parameter is a passenger compartment air temperature, an external air temperature, and/or an air outlet temperature.

46. (Previously Presented) The method of claim 38, wherein the outflow characteristic is open-loop controlled or closed-loop controlled as a function of a deviation of the at least one actual value from the at least one setpoint value.

47. (Previously Presented) The method of claim 38, further comprising changing the outflow characteristic of the at least one air outflow vent according to a chronologically predetermined profile.

48. (Previously Presented) The method of claim 38, wherein the outflow characteristic is the second characteristic having the spot character or a directed outflow.

49. (Currently Amended) The method of claim 38, wherein the outflow characteristic is the first characteristic having the scatter character or a diffuse outflow.

50. (Previously Presented) The method of claim 38, wherein a time for starting a sequence of the method is defined by switching on the heating, ventilating or air-conditioning system or by activating the vehicle.

51. (Previously Presented) The method of claim 50, wherein there is sufficient heating power available to permit targeted, punctual heating at the time for starting the sequence of the method.